

## Touring Department

# TAKING A CYCLE BY AIR

For long distance travel, it is sometimes easier to take a bike on an aeroplane than it is to take a bike on a train! Most airlines will carry a cycle free of charge and the process of:- booking a bike on to a plane, checking it in at the airport and retrieving it at final destination is usually straightforward. This leaflet outlines exactly what is involved and it also offers guidance on how to protect a cycle from damage whilst in transit.

### Will my bike travel with me?

Yes, most airlines will book your bike on to a flight and it will usually travel with you. On the rare occasion when a bike does not travel with its owner, the airline usually conveys it on the next available flight and has even been known to deliver it to the hotel at which the cyclist is staying.

Charter flight companies will not guarantee to carry your cycle on the same flight as you – it is booked subject to there being space available. In practice we have heard of few, if any problems.

Some of the aircraft used for short distance flights may be small and have a small luggage hold which may not be able to accommodate your cycle at all. Check alternative flights or alternative transport options.

### How do I find out about flights?

Your local travel agent will be able to tell you which airlines offer flights to your chosen destination. You can find out about flight times and

prices from your travel agent, or you can contact the airline(s) directly yourself. (You can usually obtain the telephone number for an airline from your local travel agent).

### Booking Your Cycle on a Plane

When you ask your travel agent or airline about flight availability, always inform the reservations staff that you intend to bring a cycle with you. Airlines will not appreciate you turning up at the airport with an un-booked cycle, expecting it to be carried! The weight and distribution of baggage on a flight is carefully controlled and for this reason airlines ask that cycles are booked in advance.

Once you have decided which flight you would like to travel on, ask whether there is space for your bike. Once you have received confirmation that a cycle can be carried on a particular flight then it may be helpful to ask the following questions *before* paying for your ticket:

1. Does the airline require my cycle to be prepared in any particular way (e.g. pedals removed, handlebars turned sideways)
2. Will there be a charge for my cycle?

Please see later pages of this booklet for details about these two issues and much more.....

Different airlines may give you different answers to these questions, so it is worth 'shopping around' before you go ahead and pay for a flight.

Whether you book your flight with a travel agent or directly with an airline, it is often best to check the details of cycle carriage directly with the airline, since travel agents are often not familiar with booking cycles on board.

### Large Cycles

If you have a tandem or tricycle, you should always check and receive confirmation that there will be sufficient space for it. Weigh the cycle and measure its length, width and height, as the airline may ask for these dimensions. These machines should be carried on flights using Boeing 747 or McDonnell Douglas DC10 and similar 'long haul' type of

aircraft. Where smaller aircraft are used, these machines may have to be transported on a different (larger) plane and arrive slightly after you.

## Weight of cycle and baggage allowance

Most airlines (although there *are* exceptions - see later) will carry a bike (tandem or tricycle) free of charge, because bike, plus panniers etc, usually fall within each person's total baggage allowance (normally 20kg/44lb). This weight allowance applies to 'hold' baggage – the items which you check-in at the airline desk and which are handled by the airline staff.

A bike with luggage racks and lights typically weighs about 15kg/33lbs.

It is advisable to carry heavier items (e.g. tool kit) in your hand luggage if your 'total hold baggage' is approaching the 20kg weight limit. Hand luggage which you carry on to the plane with you is not normally weighed, but must be small enough to fit in the cabinet above the passenger seat or underneath the seat in front of you. Airline passenger tickets often indicate the maximum size for hand luggage. Many airlines will only permit one item of hand luggage in the aircraft cabin with a maximum weight of 5kg.

If your hold baggage (the baggage which you check-in) weighs more than the free weight allowance then you may have to pay '*excess baggage charges*' (charges per extra kilogram over 20kg). It is usually cheaper to send large amounts of excess baggage as freight, although this may not travel on the same plane as you. Notes by a CTC member on options available for air-freighting a bike to the USA are available from CTC with an SAE.

On Trans-Atlantic flights and flights within North America, one or two free pieces of luggage are normally permitted and there is a charge for each *extra* piece of luggage. This fee increases with distance and can be quite expensive, e.g. £50 or £60. If you travel 'light' you may be able to include your bike as part of one of the free 'pieces' of luggage.

If more than one airline operates flights to your destination it is worth checking to see what each of them offer.

Airlines often require or suggest, that all of your hold luggage (panniers/bags etc.) are strapped together, or else put into a large

plastic bag so that they become in effect one 'piece' of luggage. You will need to bring with you to the airport any straps or packaging.

## Charges for Cycle Carriage

On the majority of flights from the U.K. bikes can be carried free of charge, (provided that bike + panniers fall within the free weight allowance). Some airlines however, have recently begun to make a charge for the carriage of cycles e.g. £20-30 per single journey. This charge is made even when total baggage (including bike) falls within the free passenger weight allowance.

Those airlines who charge for cycles indicate that the charge is made for 'special handling' and that a charge is also made for items such as skis and surfboards. It is therefore curious that cycles are carried in exactly the same way as they were carried before a charge was levied and certainly brings into question the notion of any 'special handling'.

Always check before booking whether there is a charge for your cycle. It is worth shopping around between the airlines to try and get the best deal. You may like to seek confirmation in writing about any bike charges in order to avoid subsequent confusion.

The situation *is* confusing in that some cyclists have been confronted with a charge at the airport check-in desk despite being assured when booking, that bikes were carried free of charge. The converse is also true – that airlines who say they make a charge sometimes do not collect the fee at the check-in desk.....

## Charges on Charter Flights

The following companies have been known to charge for the carriage of a cycle:-

Ambassador, Airtours, Ansett, Britannia, Excalibur, Jersey European, Lauda Air (Austria), Meridiana (Italy/Sicily), Sky Shuttle).

## Charges on Scheduled Flights

The following airlines have made charges for the carriage of a cycle:-

**Air Canada** charge \$65CAN per cycle on all international flights.

**Aer Lingus** charge approx £20 each way for the carriage of cycles on Ireland -Europe flights. This charge has been dropped on UK-Ireland flights following an adverse reaction from cyclists.

**Austrian Airlines** approx £62 per bike per single journey

**British Airways** charge DM 50 per bike on flights departing Germany.

**Lufthansa** charge DM 50 each way for bikes carried on flights between Germany and European destinations and 100DM on flights between Germany and destinations outside Europe.

**Manx Airlines** charge £5 for a bike each way.

**Ryan Air** make a charge of £15 each way for the carriage of bikes.

**SAS** (Scandinavian Airlines) charge £30 per bike each way

**Swiss Air** £30 on European flights £60 on intercontinental flights

**Transavia** (Britain - Netherlands) charge 100 Guilders (approx £32) each way for the carriage of bikes.

## Changing Plane

If your journey involves changing plane, find out whether or not you need to unload/reload the bike and luggage yourself at each destination, otherwise you risk yourself, bike and luggage all ending up at different final destinations!

If you arrive at an airport following an international flight and you are travelling onwards by air to another airport in the same country, you are normally expected to reclaim all of your baggage, take it through Customs and Immigration checks and then check it in again for your onward connection. Always ensure that your bike is correctly labelled with your name, address, flight number and destination.

## How do I prepare my bike for air travel?

Most airlines simply require that luggage is removed, handlebars are turned parallel to the frame and pedals are removed to make the cycle as compact as possible. Many airlines also ask for bike tyres to be deflated.

Some airlines recommend that you use a bicycle bag (which you can but from bike shops), but this is rarely a requirement. Ask the airline(s) who you plan to fly with for further details.

## 1) Removing Pedals

Most, if not all airlines request that you remove your pedals, because projecting pedals can do a lot of damage to other passengers' luggage - not to mention baggage handlers' ankles! Pedals also wreak havoc with the paint-work and spokes of any other bikes they're stacked against (or on top of!), so it's well worth taking the precaution of removing them whenever two or more cyclists entrust their bicycles to the same carrier.

Ensure that your pedals will unscrew before leaving home! A washer placed between crank and pedal can help. Be careful when putting pedals back into the crank arms, so as not to cross-thread them.

## 2) Protecting Gears

In all cases where someone else will be transporting your bike, e.g. at the airport, leave the chain on the largest chainring to protect the teeth, and also on the largest cog to keep the rear gear mechanism as far as possible out of harm's way. This delicate component is easily damaged by careless handling, or the weight of other luggage etc. may easily bend the gear hanger too (the part of the frame to which it is attached). Derailleur guards (as fitted on cheaper bicycles) are available but are not much stronger than the part they are intended to protect. An original and so far successful piece of advice is to undo the bolt which secures the derailleur to the frame: leaving it hanging by its cable and the chain. With mechanism and hanger thus separated, neither are likely to be bent.

## 3) Loose Items

It is a good idea to remove all loose items pump, lights, detachable light brackets, waterbottle, etc rather than risk losing them. Bottle cages are rather vulnerable too, and when removed take up little extra space if the water bottle is put inside. Some people choose to strap loose items into place with PVC insulating tape, which is tough and doesn't damage the paintwork. This not only prevents items from falling off, but also saves you having to make room in your luggage for them. It is also much harder to bend the waterbottle cage with the waterbottle in place. True, there's some chance of theft, but the risk

seems to be higher for completely unsecured items. Some dynamo lamps are in vulnerable positions and may be easily damaged. Fit a miniature plug and socket in the cable for easier removal.

#### **4) Wheels**

Wherever possible wheels should be left in the frame rather than removed. Frame, forks, chainwheels and gear mechanisms become more exposed and easily damaged when wheels are removed. Keeping the wheels in place also means that baggage handlers can move your bike around more easily.

Occasionally airlines require that either one (the front) or both wheels are removed, and trying to persuade them otherwise, doesn't always work. It's worth trying at least to have the rear wheel left in. If a wheel is removed it is advisable to replace it with a "travel axle" to stop the weight of other luggage pressing the forks together. In case you cannot find a proprietary travel axle (such things have been made but are rarely stocked by shops) it is possible to make your own axle substitutes out of old solid axles and a few nuts.

If you have quick release wheels, a neat idea is to take the quick release unit from the removed wheel and use it to secure a length of metal tubing cut to fit between the drop-outs. If you don't have a local hardware shop that sells reasonably stout half inch (12 mm) or larger alloy tubing (saves weight), the steel tubing sold for making D.I.Y. wardrobe rails will do fine. Copper water-piping is too light and soft to remain secure.

#### **5) Tyres**

A well inflated tyre cushions and protects the whole wheel from damage due to rough handling, particularly the rim, and prevents the weight of the bike pinching the inner tube, thus causing a puncture. It is unfortunate therefore that many carriers insist that tyres have to be deflated when carried by air, because of the danger of a sudden blow-off. The reduction in atmospheric pressure with altitude has the same effect upon a tyre as increasing the pressure inside it by anything up to 15psi; and although the vast majority of aircraft holds are pressurised this cannot be relied upon. Such an increase might easily unseat a

large, low-pressure truck tyre, which could then do considerable damage. A high-pressure cycle tyre, on the other hand, can generally stand another 15psi and even if it couldn't it would only harm itself.

A few, more enlightened airlines such as British Airways therefore relax this rule in the case of cycles. In any event, the most that needs to be done is to reduce tyre pressure by 15psi; so try to leave as much pressure in your tyres as will nevertheless convince the check-in staff that you have deflated them.

#### **6) Handlebars**

Airlines usually require that handlebars are turned parallel to the frame.

If the front wheel and mudguard are also to be removed, there is no need to loosen the handlebars. You can just turn them parallel to the frame and leave the forks pointing to the side.

Where both wheels are left in the frame and it is required that handlebars are loosened and turned through 90 degrees, parallel to the frame, it is advisable not to fully retighten the expander bolt in the handlebar stem. Only tighten it enough to stop it coming loose in transit. This way the steering will 'give', if anything really heavy is propped against the front wheel and thus prevent the wheel from buckling. Use a toe-strap to bind the bars to the frame.

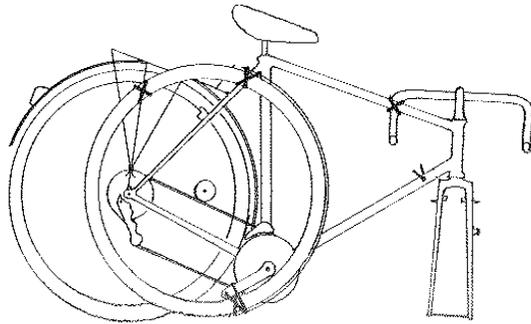
'Dropped' handlebars should be rotated in the stem so that the brake levers are downwards rather than projecting out to one side of the bicycle. The curve of the handlebar can usually be hooked under the top-tube. Any bar-end gear shifters now project upwards of course, but experience indicates that they are less likely to be damaged in this position. A length of plastic piping could be used to enclose bar-end levers as added protection.

#### **7) Mudguards**

**In the (rare) event of** both wheel and mudguard having to be removed, strap them together.

### **Suggested arrangement of cycle as opposite.**

By strapping the wheel and mudguard to the right hand side of the cycle, it will help protect both front and rear gear mechanisms. It is advisable not to bind the front wheel too tightly, as you may bend it.



Strips of cardboard, newspaper, foam padding (plumber's pipe lagging) and old inner tubes make good frame padding. They are light (if bulky) and can usually be left at airline desks or in the 'Left Luggage' lockers at airports for a fee (sometimes expensive), and then collected for your return flight.

**Cardboard** cloaks and cases are sometimes used by those who can find some way of transporting and storing them. They enable the cycle to be wheeled along and can be obtained from bike shops. However, they offer relatively little protection to your cycle (see above).

**Fabric bike bags** may prevent any loose items on your bike from getting lost but again, only provide a modicum of protection - mainly to the finish of your cycle. Proprietary bags are generally designed for racing cycles without mudguards or racks, so do some measuring before you buy! Larger bags will allow you, if you prefer, to protect the more delicate parts of your cycle with extra padding. Sewing instructions for making your own are available from CTC Touring Dept with an SAE. Carradice (Tel 01282 615886) manufacture a padded, heavy-duty fabric bike bag costing about £70.

**Polythene:** either a bag or a large sheet wrapped and taped around the bike, provides some protection to paintwork and (if transparent polythene is used) prevents your cycle becoming just another anonymous parcel. Good hardware stores often sell heavy gauge polythene off a roll. 2m x 2m is sufficient, with good quality PVC insulating tape to secure all edges. (Inferior brands of PVC tape won't stick to polythene). Or you can sometimes re-use the large bags in which domestic appliances & furniture are delivered.

British Airways can provide a perfectly sized (2m x 1m) stout polythene bag into which you can wheel your cycle, plus tape with which to secure it. Contact the airline with whom you are flying in advance.

A member has advised that large polythene bags may be purchased for £5 from the left luggage at Terminal Three at Heathrow. (Oct 2003)

**Rigid/Plastic bike boxes** are a more expensive option and, again, are intended to fit completely stripped-down racing and mountain-bikes. The VK International bike box (Tel 01206 212507) costs around £190.

## **8) Protection/Bike Bags/Bike Boxes**

Some airlines *recommend* the use of bike bags or boxes, but this is rarely a *requirement* - the choice is yours. A few airlines (mostly those flying to and in the USA), do specify that a box or bag is required, however few airlines actually provide boxes or bags themselves. Check any requirements directly with the airline.

Most baggage handlers prefer bicycle wheels to remain in the frame. This means that the bike **can be wheeled along and doesn't become an unwieldy object which is awkward to lift - and likely to be thrown about....** Many handlers recommend that cycles are not carried in boxes or bags.

A bike bag or box (except for a rigid, expensive box), may protect your paintwork but will offer little, if any, extra protection against damage to your bike. If you chose to use a bike box it is not recommended to use the box for the carriage of smaller items as well as the bike as these items might drop out and be lost whilst in transit. The box might also be opened and searched by check-in staff and delay check-in.

A bagged or boxed bike can encourage baggage handlers to stack the bike on its side and to place other luggage on top. A bike in this position is liable to damage - it's far better to keep the bike vertical. It may also be helpful if the bike can be recognised as a bike.

**Hire** of bike bags and boxes is possible from some bike shops / cycle hire centres. The best place to look for companies offering bike bag hire is in the back pages of Cycling Weekly magazine.

## 9) Tools

Carry tools (except puncture repair kit see below), spares and heavy items in your *hand luggage* on flights to avoid incurring any excess baggage charges. If your bicycle comes through first, this also enables you to start reassembling it whilst waiting for the rest of your luggage. It is a good idea to allow extra time at the baggage check/ X-ray machine, in case your tool kit is investigated! On flights to Northern Ireland and other 'sensitive' destinations, the carriage of tools as hand luggage is prohibited.

## 10) Rubber Solution

Airlines have become more concerned over the carriage of potentially dangerous substances - including rubber solution. We suggest that only new tubes of rubber solution where the seal is unbroken are used, and that rubber solution is carried in a puncture repair kit box/tin which is then sealed with sellotape/PVC tape and placed in the hold luggage. For further details contact the airline with whom you plan to fly.

## 13) Mud and Oil

It is a good idea to make sure that your bike is clean before you set off. Baggage handlers won't be impressed with dirty/oily chains etc. Customs personnel in some countries e.g. New Zealand, may hose-down your bike to eradicate any 'foreign bodies' present in mud, etc, before you are allowed through.

## What to do if you receive conflicting advice about how to prepare you cycle for air travel

Any problems? The best people to talk to are those who will actually deal with your bike, i.e. the baggage handling company for your flight. Your airline or travel agent can tell you who they are, or if you have already bought a ticket, their details may be on this. Always check requirements before you buy your ticket.

## At The Airport

Get to the airport in plenty of time to prepare your cycle for travel. Go to the check-in area and locate a quiet spot where you can prepare your bike without being in the way of other passengers. When you check your bike and luggage in, ensure that all items (including your bike) are labelled with your name, flight number and destination.

At your destination, your cycle will usually be brought into the baggage reclaim area by some means other than the standard luggage conveyor belt system. It may be brought in through a side door, or on a trolley, or delivered via a special conveyor belt for larger items. Ask an airport attendant for details. Your panniers etc. will arrive in the usual way with other passengers' luggage from your flight.

## Damage

Carefully examine the cycle on completing the journey. Any damage to your cycle or loss of luggage must be immediately reported. A claims form (baggage irregularity form), must be filled in, *before leaving* the baggage reclaim area of the airport or railway station in order to claim compensation.

The occasional bit of bending back into place and minor wheel trueing are not taken seriously; and don't expect a re-spray because of a few scratches. If worrying about your immaculate machine will spoil your holiday, leave it at home. Regard a few knocks in transit as part of the wear and tear of touring and take steps to minimise their effect.

## Insurance

We recommend that you take out insurance to cover your cycle whilst it is in transit on planes. This is because if your cycle does suffer serious damage, the airline's compensation is limited to around £200 - £300 per cycle (depending on the weight allowance). The cost of repairing damage to an expensive cycle may not be covered by the airline, so if you don't have separate insurance you could find yourself out of pocket. The CTC can offer cycle insurance - please contact us for details.

## Disclaimers/damage waivers

Some airlines view bicycles as fragile items and refuse to accept any liability for their loss, damage etc. Passengers are required to sign a 'disclaimer' form before cycles are accepted onto such flights.

Examples of airlines to which this applies are: Continental Airlines, Northwest Airlines (flights to the USA), Air 2000, Air Atlantis (flights to Portugal) and Ukraine International Airlines. Anyone travelling with such airlines is strongly advised to take out adequate insurance to cover their cycle whilst in transit, (eg CTC Insurance) .

## Airlines - requirements of the more popular ones

**British Airways** If your cycle + panniers/saddlebag weigh no more than 47lb /23kg (per passenger), they are carried free of charge on European and worldwide flights.\*\*\* You can also carry on board one item of hand luggage, free of charge, which is not usually weighed.

B.A. require that pedals be removed, handlebars turned through 90 degrees. British Airways state that it is **not** necessary for tyres to be deflated on their flights.

The following information may soon not apply. British Airways supply heavy-gauge polythene bike bags free of charge from all main U.K. airports:- Aberdeen, Belfast, Birmingham, Edinburgh, Gatwick, Glasgow, Heathrow, Manchester and Newcastle. At these airports, go to the British Airways Customer Service desk and ask for Bike Bag SB23. At smaller U.K. airports, contact British Airways' local office to see whether bike bags can be made available for your flight. (Telephone numbers for local B.A. offices can be found in local phone books or via "Directory Enquires" Tel: 192). \*\*\*Except flights *departing* Germany on which there is a €30 charge per bike regardless of whether or not it falls within the free passenger weight allowance.

**Easyjet** Bicycles will be carried free of charge and will only be accepted for carriage provided that the following conditions are met:

- The bicycle must be packaged in a bicycle box or bag
- Only one bicycle per bicycle box or bag will be permitted

- No other items can be carried in the bicycle box (i.e. clothing)
  - The tyres must be deflated
  - The handlebars must be flush with the frame
  - The pedals must be flush against the frame or removed
- Passengers travelling with bicycles are recommended to check-in 2 hours prior to departure. For further information go to their website:  
<http://www.easyjet.com/EN/book/regulations.html#baggage>

**KLM** Bike boxes or fully enclosed bags are required on KLM flights. KLM bike boxes are required and available from Heathrow, Gatwick and Manchester Airports only in the U.K and are also required and available for flights from or via Schiphol Airport, Amsterdam. These are provided by KLM for £10. each and measure 175 x 21.5 x 105 cms. Take parcel tape with you - as the boxes need strengthening. Boxes may be available in the Netherlands if requested in advance.

**Iberia** Bikes are carried free of charge if they fall within passenger's weight allowance. No packaging is required, it is up to you if you want to package the bike. Deflate tyres, turn handlebars, remove pedals. It is NOT necessary to remove front wheel (despite what Reservations Dept may say). Tandems etc are usually carried subject to space. When you make a reservation, make sure that you have the dimensions of your tandem etc handy. If you encounter any problems ring the Cargo Department Tel 0181 897 3445.

**Viva Air** is a part of the Iberia group and use 737 planes. The Iberia carriage conditions apply to Viva Air flights.

**Air France** Cycles are carried free of charge if baggage falls within weight allowance of 20kg. Long distance flights may use the criteria of baggage size to levy a charge - check in advance of travel. Preparation of bikes as for British Airways, but bike bags are not available.

**Virgin Atlantic** Cycles are carried free of charge provided that they fall within the passengers free baggage allowance. Bags/boxes are not required.

## Hand Baggage

In the light of recent terrorist activities, security at airports continues to be so stringent that it could be described as having reached paranoia level – understandable, but irritating when a security guard looks at your pedals and calls them a lethal weapon! Do bear this in mind and pack everything that, in your wildest imaginings, could be used as a weapon in your panniers in the hold of the aircraft. Items confiscated are now retained until you return to your original departure airport; ie, you don't get them back when you arrive at your holiday destination.

## Airport Car-Parking Recommended By CTC Members

**Gatwick** Courtlands Car Parks Ltd, The Park, Balcombe Road, Horley, Surrey RH6 9SH. Tel. 01293 771555. Outdoor parking free coach to/from airport, daily rate of £2.95 per day.

-Gatwick Parking Service Ltd, Edgeworth Park, Balcombe Road, Horley, Surrey RH6 9SH Tel 01293 771581. Daily rate of £3.70 inc coach transfer; £29.60/week; 17+ days half daily rate (1996). A **15% CTC discount** but bikes have to be **boxed or bagged** for coach link.

**Glasgow** Airpark Glasgow Ltd, Junction 28a, Burnbrae Drive, Linwood, Paisley PA3 3BJ. Tel (01505) 329000 (24 hours). Purpose built parking £2.90 per day, £23.20 per week, £43.50 per fortnight. Security fencing, insurance cover 24 hr surveillance. Free transfer to/from airport.

**Heathrow** Cranford Parking, Tel 0181 759 9661. Outdoor parking in secured compounds. Free 24hr courtesy bus to and from terminal £6.40 per day **10% CTC discount**

-Secure Storage (Heathrow) Ltd Brent Road, Southhall Middlesex, UB2 5LE Tel 0181 813 8130, £4.95 per day; 14+ days £69.30 total; 100+ days £1/day. Free courtesy bus to airport.

**Manchester** W & S Shenton, Peacock Farm, Wilmslow Road, Handforth, Cheshire. Tel: 01625 523880. Cars cost £20 per week, with free transport by transit waggon to and from airport (approx 5 minutes). Cars parked at owner's risk in secure yard - permanently attended.

-Security Park (Manchester Ltd), P O Box 20, Bradnor Road, Sharston Industrial Area, Manchester, M22 4TX. Tel 0161 945 1646. Parking from £24 per week in purpose-built outdoor park, closed circuit TV, car insurance whilst parked. Minibus transfers to & from airport.

## Other information from CTC which you may find helpful

- 1) Getting to Heathrow Airport with a Cycle
- 2) Getting to Gatwick Airport with a Cycle  
The above two booklets provide advice and information about access by cycle/train/bus/London Underground to each airport. Maps of the airports are included and there are details of left luggage facilities for cycles.
- 3) Taking a cycle by train in Britain – a list of the train operating companies and their policies for cycle carriage. Information about making cycle reservations on trains.
- 4) Cycles on Buses – a list of buses and coaches in Britain which carry cycles.
- 5) Transport for groups of cyclists – a list of private companies who have vehicles / cycle trailers available for hire which can accommodate groups of people/cycles.
- 6) Cycles on Cars.
- 7) European Bike Express (details of the specialist coach and cycle trailer service which takes cyclists to and from popular cycling destinations in Europe.
- 8) Sending cycles as unaccompanied baggage. A list of companies who will accept cycles as baggage and offer a forwarding service for cycles from one address to another.
- 9) Cycles on the London Underground. A map showing the lines open to cyclists and at what times.

**All of the above booklets are available free of charge to CTC members – please send a large SAE, quoting your membership number.**